

ST2 Update

Preliminary Needs Assessment Data

Sound Transit Board of Directors

January 24, 2008

Today's Topics

- Overview
- Current System Performance
- Land Use and Population Growth
- Future Transit Demand
- Needs Criteria
- Conclusions
- Next Steps

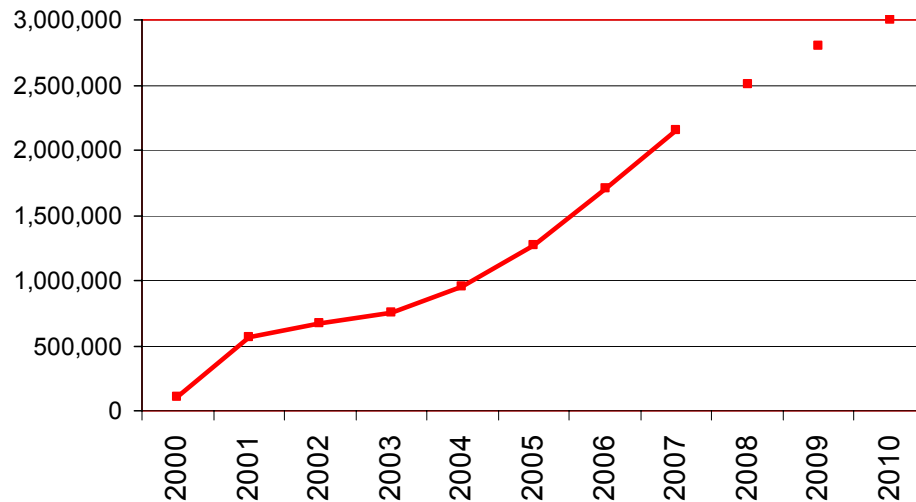
Overview

- The Long Range Transit Plan and ST2 are adopted HCT plans
- Post 2007 ballot research indicates voters want:
 - Expanded transit investment in HCT
 - An incremental approach to transportation investments
 - Better defined accountability measures
- Today: Review need for system expansion
- ST2 amendment options being prepared for Board consideration at January 31st workshop
- End of March 2008 staff will request Board direction on timing and scope of future ballot measure

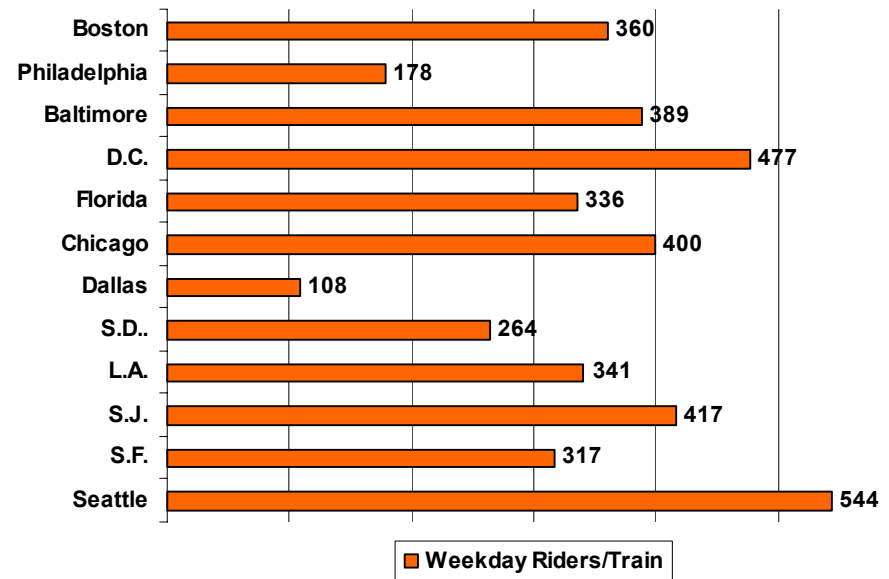
Sounder Reliability and Demand

- Even at full capacity Sounder performs reliably (98.3% on-time in 2007)
- Demand is high and increasing—3 million by 2010
- Regularly, 5 peak South trains carry over 1,000 riders (capacity is 980 seats w/ 7 cars)
- Sounder loadings ahead of the country (544 riders per train)

Sounder Riders



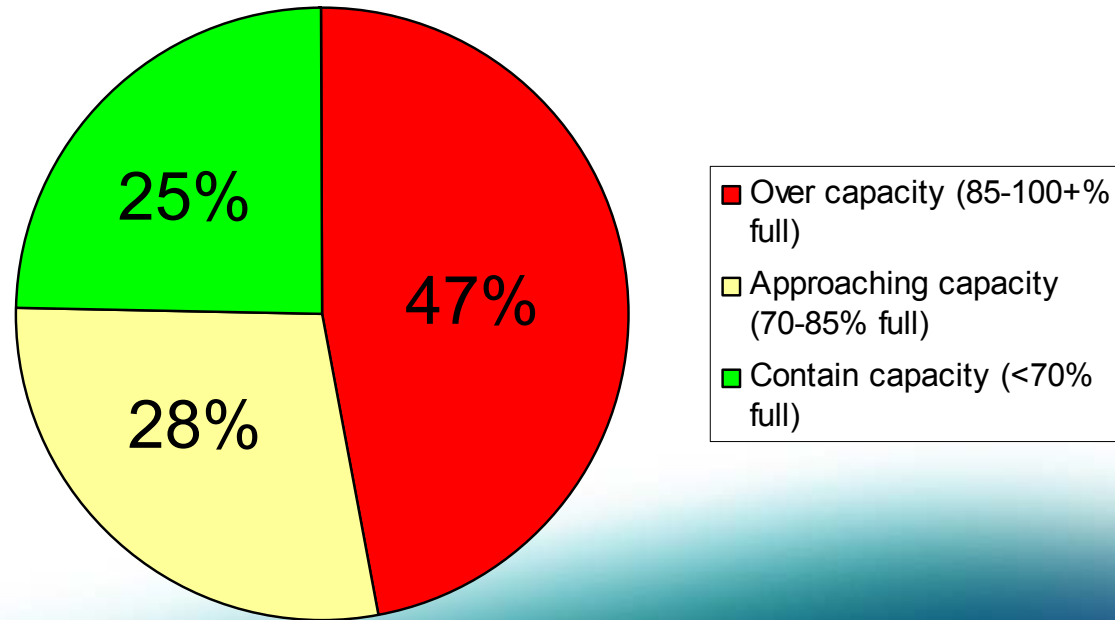
U.S. Commuter Rail Comparison



System-wide Parking Capacity Summary

- 47% of system is at capacity (25 facilities)
- 28% of system is approaching capacity (15 facilities)
- 25% of system has remaining capacity (17 facilities)

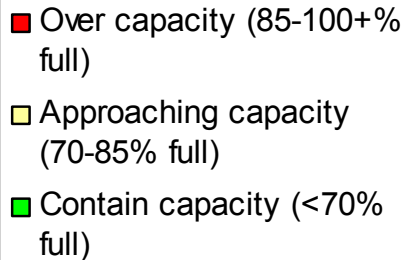
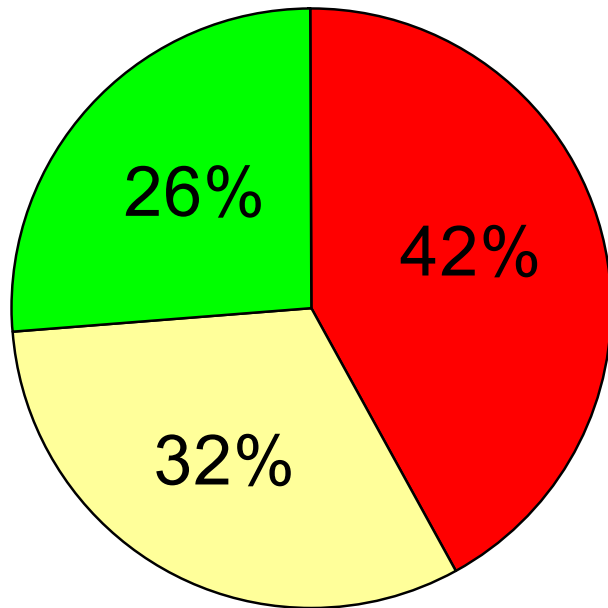
System-wide Capacity Status
Total 22,970 parking spaces for 57 facilities



ST Express and Sounder Parking Capacity Summary

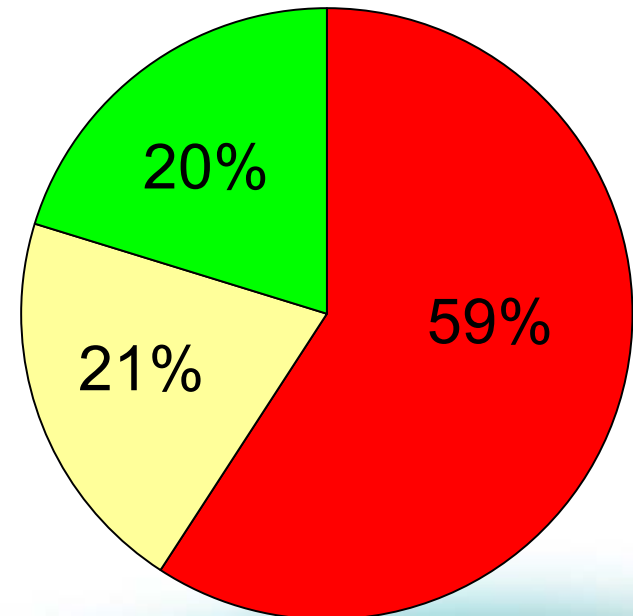
ST Express

(16,573 spaces; 46 facilities)



Sounder

(6,397 spaces; 11 facilities)



ST Express Service Capacity

Route	Peak Trips	Pk Trips Regularly Carrying at least 75% Full Loads	
510/513 Everett-Seattle	22	11	50%
511 Ash Way P&R-Seattle	12	12	100%
522 Woodinville-Seattle	19	9	47%
532 Everett-Bellevue	16	12	75%
540 Redmond-University	22	4	18%
545 Redmond-Seattle	57	18	32%
550 Bellevue-Seattle	61	8	13%
554 Seattle-Issaquah	19	7	37%
564 South Hill-Overlake	15	4	27%
565 Federal Way-Overlake	12	12	100%
574 Lakewood-SeaTac	15	4	27%
590 Tacoma-Seattle	52	22	42%
591/594 Lakewood/Tacoma-Seattle	16	8	50%
592 DuPont/Lakewood-Seattle	20	6	30%
595 Gig Harbor-Narrows-Seattle	9	5	56%

- Data as of February 2007
- Does not reflect 10% ridership growth since then
- 75% threshold is approaching standing room only

Note: Includes only those ST Express routes with at least one peak period bus regularly carrying loads at or above 75% of capacity (service planning threshold indicating the need to add trips).

Select Highway Travel Time Reliability (2006 PM Peak Period)

		At Posted Speeds	Avg Peak Travel Time	95% Reliable Travel Time
Route	Route Description	(In Minutes)		
From Seattle				
I-5	Seattle to Everett	24	46	68 (47.8%)
I-5	Seattle to Federal Way	22	37	55 (48.6%)
I-5/SR 520	Seattle to Redmond	16	30	43 (43.3%)
I-5	Seattle to SeaTac	13	19	26 (36.8%)
I-5/I-90/I-405	Seattle to Bellevue	11	18	31 (72.2%)
I-5/SR 520/I-405	Seattle to Bellevue	11	21	33 (57.1%)
From Bellevue				
I-405	Bellevue to Bothell	16	31	44 (41.9%)
I-405	Bellevue to Tukwila	13	32	44 (37.5%)
I-405/I-90/I-5	Bellevue to Seattle	11	26	41 (57.7%)
I-405/SR 520/I-5	Bellevue to Seattle	11	28	37 (32.1%)
From Other Locations				
I-90/I-5	Issaquah to Seattle	15	26	45 (73.1%)
SR 520/I-5	Redmond to Seattle	16	37	61 (64.9%)
SR 167	Renton to Auburn	10	18	33 (83.3%)

Source: Washington State Department of Transportation

Regional Growth

Forecasted Population Growth

	2000	2010	2020	2030	2000 to 2030
King	1,737,000	1,893,000 (9%)	2,075,000 (10%)	2,235,000 (8%)	498,000 (29%)
Pierce	701,000	810,000 (16%)	917,000 (13%)	1,008,000 (10%)	307,000 (44%)
Snohomish	606,000	734,000 (21%)	862,000 (17%)	967,000 (12%)	361,000 (60%)
	3,044,000	3,437,000 (13%)	3,854,000 (12%)	4,210,000 (9%)	1,166,000 (38%)

Forecasted Employment Growth

	2000	2010	2020	2030	2000 to 2030
King	1,196,000	1,311,000 (10%)	1,498,000 (14%)	1,665,000 (11%)	469,000 (39%)
Pierce	262,000	283,000 (8%)	324,000 (15%)	367,000 (13%)	105,000 (40%)
Snohomish	218,000	249,000 (14%)	299,000 (20%)	350,000 (17%)	132,000 (61%)
	1,676,000	1,843,000 (10%)	2,121,000 (15%)	2,382,000 (12%)	706,000 (42%)

Source: Draft Vision 2040, Puget Sound
Regional Council (PSRC)

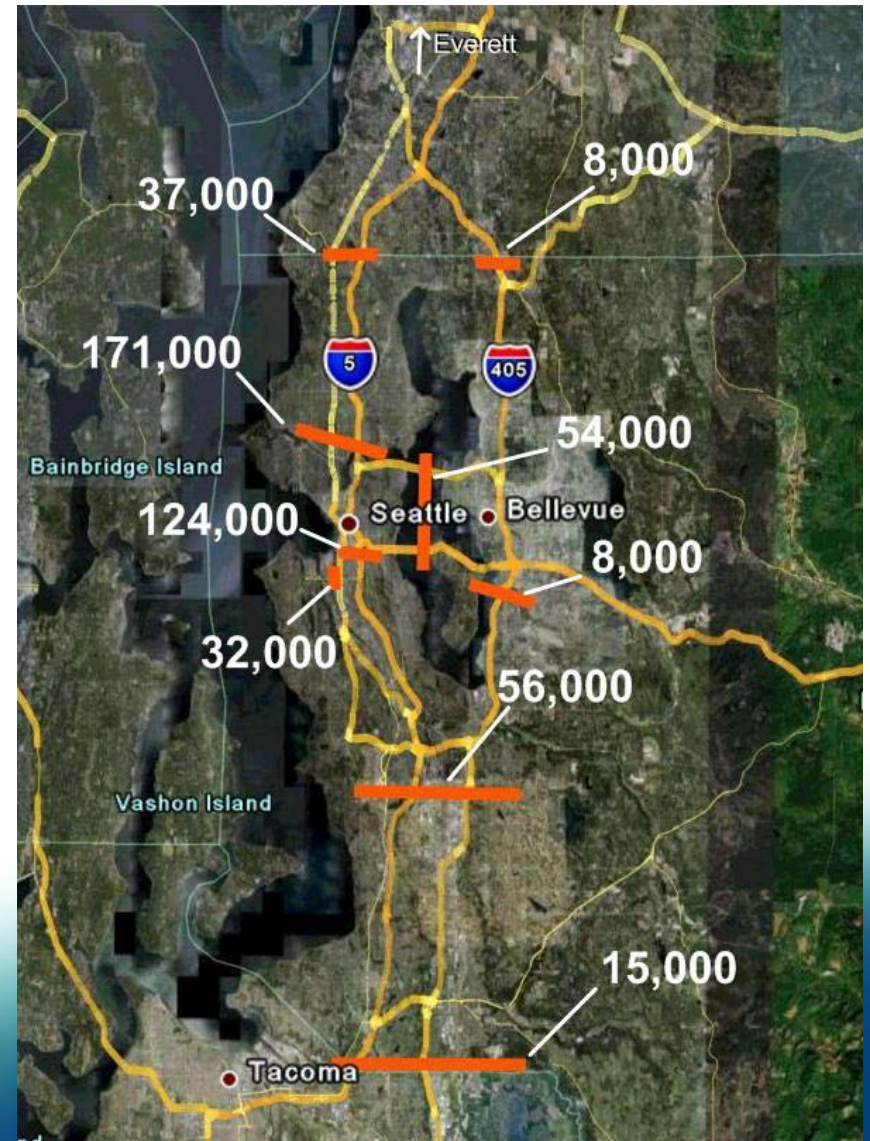
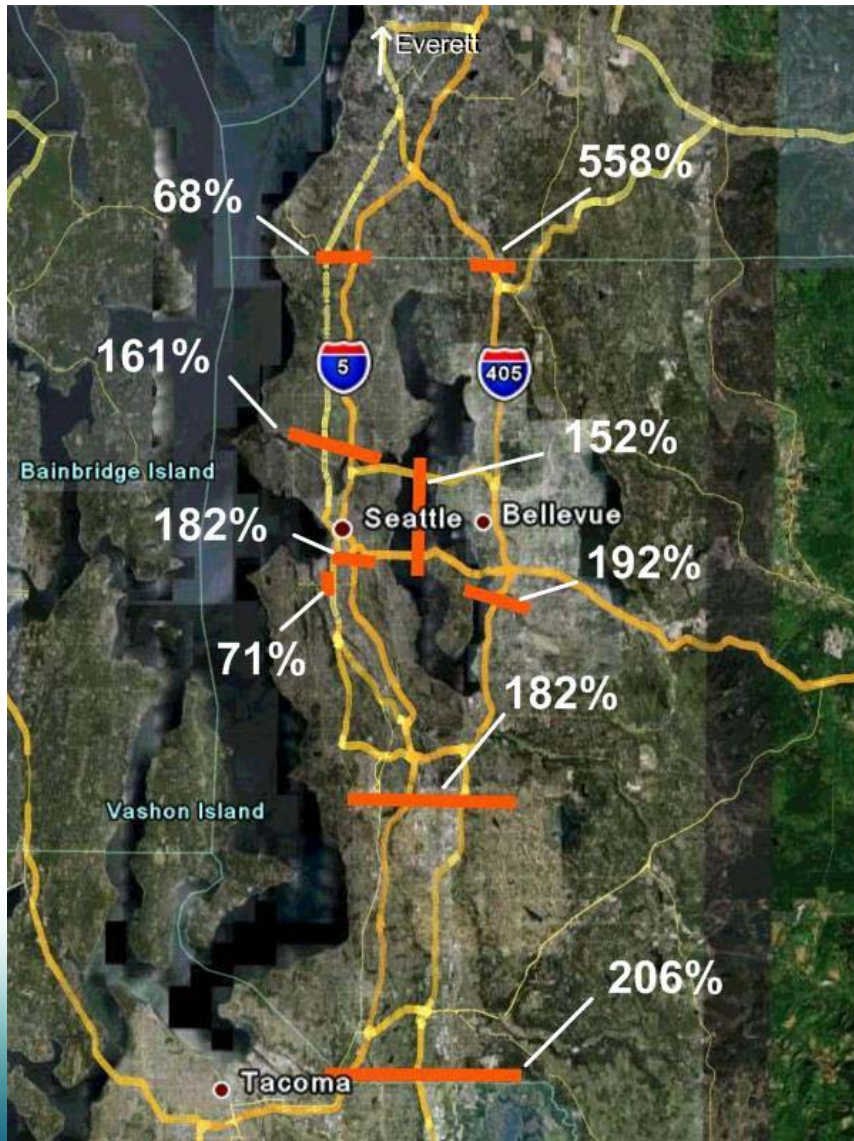
Population & Employment Growth

by Selected PSRC Areas

Area	2030 Jobs	2000 – 2030 Job Growth		2030 Pop	2000 – 2030 Pop Growth	
Eastside King	481,200	174,100	57%	591,200	160,300	37%
Seattle Area	708,300	167,900	31%	672,400	109,100	19%
Green River Valley	279,600	83,200	42%	209,700	43,300	26%
Everett Area	182,400	63,600	54%	352,800	134,500	62%
SW Snohomish	135,900	55,600	69%	444,500	162,800	58%
Pierce Other	115,100	47,800	71%	526,400	210,800	67%
Tacoma Area	160,500	42,800	36%	247,900	50,500	26%
SW King	122,400	24,100	25%	294,900	41,600	16%
SE King	39,900	11,900	43%	325,300	113,400	54%
SW Pierce	74,600	8,800	13%	150,600	19,000	14%
NW Snohomish	14,000	7,000	100%	62,100	24,000	63%
Snohomish Other	17,800	6,300	55%	107,500	39,600	58%
King Other	13,200	5,200	65%	71,000	26,800	61%
Shoreline Area	20,100	2,300	13%	70,300	3,200	5%

Source: Draft Vision 2040, Puget Sound
Regional Council (PSRC)

Transit Demand Growth (2004 – 2030)



Needs Criteria

Regional

- Mobility Improvements
- Environmental Considerations
- Economic Development Support
- Regional Plan Conformity

Corridor

- Serve existing and future travel patterns
- Support land-use and demographic distributions
- Improve travel time and reliability in congested corridors

Concluding Thoughts

- Current systems are approaching or are beyond capacity
- Measurable need exists for addressing current and future transportation system demands
- Regional population and employment growth is significant
- Maintaining economic vibrancy in a sustainable manner is important
- Consequences of inaction include deterioration in mobility, environmental quality, and economic opportunity
- HCT investment provides efficient, sustainable, and reliable transportation system expansion

Next Steps

- Board Workshop (January 31st)
 - Overview of service concepts
 - Financial conditions and funding capacity
 - Identify additional information needed to support decision-making
 - Seek direction on possible ST2 amendment development
- February
 - Continued evaluation and refinement based on Board direction
 - Continued outreach to public and stakeholders on priorities
- March
 - Consider ST2 plan amendments
 - Resolve election timing question